present Administration. This Loan and Tariff bill will probably be coupled together, so as to facilitate the passage of both.

THE MEXICAN TREATY.

Intelligence has been received announcing that Ocampo, who recently resigned the Secretaryship of Foreign Affairs to Janrez, for the purpose of coming here to urge the Mexican Treaty, and intrusted with full powers, has reconsidered and abandoned that intention.

THE ENGLISH NICARAGUA TREATY.

The Treaty which Mr. Wate, the British Minis ter, has negotiated with Nicaragua, referred to in the Baltic's news, abrogating the Mosquito Protectorate, and appropriating the reservation and annuity for the Indians, is in exact conformity with the understanding here for the settlement of the Central American question, and forms the last link in the chain of arrangement, Honduras and Guatemala having already given in their adhesion. Tae ramor of Dimity having opposed this Treaty is absurd on its face.

EXECUTIVE SESSION.

After disposing of the morning business, the Senate went into Executive Session upon the Mexican Treaty, and consumed two hours in discussion. Mr. Mason epened, saying he had brought himself with some reluctance to approve the project, because it seemed at first blush to favor a departure from the settled policy of the Government, which he would never consent to sanction. But in view of the state of anarchy which existed in Mexico, he was willing to make the experiment. In regard to the objection urged against Juarez of not representing the regular Government, he supposed he was as much entitled to that recognition as the other faction, and though now exercising authority over a small district of country, he believed, though unable to give any positive assurance to the Senate, that the ratification, with the aid which we would render, would establish the Liberal cause in power.

Mr. Wigfall followed in able and effective speech denouncing the whole scheme as utterly un worthy of countenance or toleration. There was no Government in Mexico capable of making a treaty, or of carrying out its stipulations if made. We did not want Mexico or her mongrel population. Juarez and his Indian crew could not govern them-elves, and if brought into contact with our people, would centaminate them.

Mr. Pugh objected to some of the commercial provisions as favoring certain interests over others, but was willing to take the treaty if amended in these particulars.

Mr. Simons closed the discussion in one of his strong and conclusive practical arguments, exposing the sophistries of the alleged commercial advantages. New-England had no interest immediate or remote in this treaty, but exactly the reverse. It substantially proposed reciprocal free trade with Mexico, which would require us, under the clause inserted in every commercial treaty for the last 40 years, of admitting each nation to an equal footing with that of the most favored, to claim similar privileges, and would result in deatroying our revenue and compe ling a resort to direct taxation.

This point, and others equally forcible, produced much impression.

Mr. Hammond obtained the floor, and would have proceeded, but for the announcement of Mr. Spink's death.

The subject is postponed till Thursday, Mr. Saward having the floor for to-morrow. The treaty is as dead as Julius Cæsar. The developments of today will probably bring several Democratic opponents into line, who yielded to the persuasions of the President, and were prepared to conquer prejudices. Messrs. Hammond, Chesnut, Andrew Johnson, and others, may be counted adversely.

WASHINGTON, Tuesday, Feb. 28, 1860. It appears by a letter from the Secretary of State, communicated to the House in response to a resolution calling for a copy of the Emperor Nacoleon's recent letter on the subject of commerce and free-trade, that it has not been communicated to the Executive by the Government of France, nor has it been officially transmitted by the Acting Charge d'Affaires of the United States at Paris. A printed copy, however, was transmitted by the latter for the information of the State Department, of which a translation has been made.

The sloop-of-war Vincennes late of the African
noundron, has been ordered to Boston, and not New-

York, as erroneously stated.

The records at the State Department show that the total number of persons embarking at foreign ports for the United States during the year 1859 was 155,500, of whom 96,000 were males.

The Mexican treaty was to-day debated for several

hours in executive session.

Those who have not decided to oppose it, say their minds are open to conviction. The fullest opportunity will be afforded for discussion.

The House Mileage bill, owing to the failure to

order a vote on its parsage, went to the Speaker's table, and takes its place the sixth or seventh on the

## XXXVITH CONGRESS. FIRST SESSION.

SENATE....Washington, Feb. 28, 1869.
On motion of Mr. MASON (Dem., Va.), a resolution was adopted calling upon the President to furnish a copy of any report made by Commissioners for marking boundaries between the United States and Great The bour of meeting was fixed on, and after Thurs-

day the Sena'e will meet at 12 o'clock noon.

Mr. CAMERON (Rep., Pa.) presented a petition for

Mr. CAMERON (Rep., Pa.) presented a petition for the modification of the tariff.

Mr. FOOT (Rep., Vt.), from the Committee on Claims, made a report, accompanied by a bill, explana-tory of the act to carry into effect the ninth article of the treaty of 1819 with Spain. Ordered to be printed.

Mr. D'AVIS (Dem., Miss.) moved to take up the bill authorizing the sale of arms to States, and regulating the appointment of Superinteudents of public armories. The question being on the amendment to appoint Superintendents from the officers of the Ordances Corps.

Mr. HALE (Rep., N. H.) opposed it. He had exaround the studies of the students of military acade-nies and found they contained nothing to fit them for

free posts.

Mr. DAVIS said the Senstor's remarks had no application to the bill.
On motion of Mr. MASON, the Senate then went into Executive Session. Adjourned.

HOUSE OF REPRESENTATIVES.

Mr. MILLSON (Ad. Dem., Va.) ineffectually endeavored to introduce a resolution providing for the election of a Chaplain to morrow.

Mr. SHERMAN (Rep., O.), from the Committee of Ways and Means, reported a bill providing that it shall be the duty of the President to cause his Annual Message Ways and Means, reported a bill providing that it shall be the duty of the President to cause his Annual Message and Executive documents to be printed, and copies delivered to the Secretary of the Secate and Clerk of the House in time for distribution at the commencement of each session of Congress; that said printing shall be executed by the Printer of the Senate and the Printer of the House, at the rates prescribed by law, provided that one-half the sum allowed for composition be allowed to each, and no more. It is also provided that 10,000 additional copies of the message and reports proper of the departments and bureaus, omitting the statistics, be branted for the use of the Senate, and 25,000 for the House, and for each, 5,000 of the complete documents in addition.

The bill was referred to the Committee on Printing Mr. SHERMAN also reported a bill proposing in place of the present milesge to Members of Congress to allow twenty cents a mile to be computed by a straight geographical line, and repealing all acts and parts of acts on this subject.

Mr. S. said some members receive from \$5,000 to \$6,000 mileage. Everybody admits that the present system is unequal and unfair. It was adopted at a time when it required as many weeks as it now does days to get here, and to pay insuber's expenses of travel as well as loss of time. This state of affairs does not now exist. He had before him a table showing that a saving of \$200,000 per annum would be ef-

feeted by the proposed reform. The amount provided by the bill is more than enough to pay the expenses of a member to and from Washington, traveling in the best state, with his wife and children if the member

has any.

Mr. WASHBURNE (Res., Ill.) deprecated hasty legislation, and suggested that the bill be referred to the Committee of the Whole on the state of the Union. Trey should do nothing to place it in the power of weal by mer only to come here to serve the

consity.

Mr. SHERMAN replied that such a reference would be substantially a defeat of the bill.

Mr. MAYNARD (S. Am., Tenn.) wanted to know how the proposed straight line was to be ascertained.

Mr. SHERMAN replied that was to be determined by the Committee on Mileage.

Mr. FLORENCE (Dem., Pa.) agreed with Mr. Washbarne, and moved to lay the whole subject on the table. The time consumed with the bill would cont more than it was worth.

the table. The time consumed with the bill would cost more than it was worth.

The Honer refused to table the bill 24 against 149.

Mr. JOHN COCHRANE (Dem., N. Y.) understood that the present rates are to be repeated, and members be paid the actual expenses of themselves and families.

Mr. SHERMAN—No. Instead of 40, as now, 20 conts per mile is to be allowed, and the distance computed by a straight geographical line, instead of by the mode usually traveled.

Mr. STANTON (Rep., Ohio) said if the bill goes over this would be the last they would hear of it. He hoped a vote would be taken. It could be put on the parsage now. Everybody understood it.

Mr. PHELPS (Dem., Mo.) desired that the bill be printed, and referred to the Committee of the Whole

Mr. PHELITS Dem., and consists and printed, and referred to the Committee of the Whole on the State of the Union. It would be at the head of the calendar, with the exception of two or three appropriation bills, and would, therefore, eson be reached Mr. SHERMAN preferred the question on its passes. sge now, but would consent to a postponement

Mr. STANTON said he would reduce the mileage to

The House seconded the demand for the previou

Mt. LOVEJOY (Rep., Ill.) said it was simply a bill Mt. LOVEJOY (Rep., Ill.) said it was simply a bill to put the legislation of the country into the hands of—[He was here loudly interrupted by cries of "Order!" The conclusion of the sentence was lost.]

The question was taken on referring the bill to the Committee of the Whole on the State of the Union.

Negatived, 77 against 107.

The original bill was read. It proposes, after the 4th of March peet in lun of the mileage new negatived by

of March next, in lieu of the mileage now provided by the act of 1856 the actual expenses of a member and family in coming to and returning from Washington to

is place of residence be paid.

The bid reported by Mr. SHERMAN was a substitute for th's, allowing twenty ceuts a mile to be com-puted by a straight geographical line, and cutting off

Mr. WASHBURN (III.) wanted to know how large family the criginal bill included.

Mr. JOHN COCHRANE said there should be sor

limitation of families, for while the followers of a patriarch from Utah would be provided for, a poor bachelor like himself would come here sline. [Laughter.]

Mr. SHERMAN replied that when the original bill came up to be acted on, the limitation as to families could be fixed.

Mr. DANIO. Mr. DAVIS (A. L. Dem., Ind.) moved to table the

Mr. WASHBURNE (Rep., Ill.) wanted to know thether the amendment would not absorb more money

than the criginal bill. han the original bill.

Mr. SHERMAN replied in the negative.
Mr. JOHN COCHRANE inquired what should be onsidered the family of a bachelor.

Mr. SHERMAN replied his substitute had nothing o do with that. Families were spoken of in the original control of the con

Mr. COCHRANE-Ah! but I want to come back to

Dilatory motions were made by opponents of the

bill.

Finally the substitute reported by Mr. Sherman for the original bill was adopted—Yeas 128. Nays 44.

After other motions to delay, Mr. SHERMAN moved the previous question on its passage, saying that if this were not now ordered the bill would go over to the Speaker's table, and there could be no teiling when it would be reached.

Speaker's table, and there could be no tening when it would be reached.

Further proceedings were interrupted by Mr. RUFFIN'S (Dem., N. C.) rising to a privileged question. His name upon the last vote for Printer yesterday was not upon the journal. He wished to enter his metion to correct it. This movement created much interest all over the Hall. By the entering of Mr. Ruffin's name for Mr. Glosbrenner, the election would be vitilated, as Mr. Ford obtained only a sufficient number to effect a choice, according to the announcement.

Mr. SHERMAN insisted that his own motion should be first put.

Mr. RUFFIN said he would hereafter bring up his

Mr. STOKES (8. Am., Tenn.) remarked that he found his own name recorded twice, both for Mr. Gloss-brenner and for Mr. Seaton, while he voted for the The SPEAKER (to Mr. Stokes) said it was not so or

Mr. FLORENCE remarked that Mr. Stokes was from a newspaper. Adjourned.

From Albany.

From Albany.

Albany, Tuesday, Feb. 28, 1860.

Section 3 of Mr. Briggs's bill provides for an office in New-York for the Harbor Master, Secretary and Messenger, at salaries of \$1,000, and of \$600, to be paid by the Harbor Master out of the fees.

Section nipe requires Assistant Harbor Masters to as-

out the preceding section, wh serves piers on the East River, from No. 2 to No. 9 inlusive, for canal boats; and for that purpose they are equired to prohibit and prevent all other boats, ships, and vessels, from entering any of said slips, or ap-proaching or lying at any of the wharves between said piers during the specified time, and to remove all ships or vessels occupying any of the waters aforesaid, whenever such waters are required for the use of

mal-bosts. Section fourteen makes it the duty of the Harbor Master or Assistants, to furnish copies of the law to the Captain, owner or consignee of salps, &c., when-ever required, and no person shall be subject to a fine or forfeiture under this a x, until a copy has been far-

or foresture ander this ask than a copy has been inrinished to him, if so required.

The bill is framed to carry out the recommendation of the Governor in his Message, in which he recommendathe appointment of a Captain of the Port as a controlling officer over the Harbor Master Depart-

ment.
Although members on the Pro Rata bill will stand very nearly on its passage as they did on ordering it to a third reading, its passage is not regarded as certain. Of those voting in the affirmative to-night, five are sup-Of those voting in the diffrantive to main, he are any posed to be against the bill on its final passage. The triends of the bill depend on aid from the Albany and Susquehanna Railroad men to help them, and Mr. Miler to day moved to make the Suquehanna Railroad bill the special order for Thursday, but failed through objections being raised to the introduction of the resolution. The friends of prorsta claim 71 votes if the House is full. They may get 68, but even this seems now doubtful. At all events the vote will be very close.

Maryland Politics.

The Denocratic Convention last night, for the purpose of choosing eleven delegates to represent the city in the State Convention, which meets at Baltimore in March, to choose delegates at large to the Charleston Convention, elected nine Deuglas and two Administration delegates.

Convention, elected this Design was truttion delegates.

A resolution also passed by a vote of 53 to 26 declaring Mr. Douglas the first choice of the Democratic party of Baltimore as the nominee of the Charleston Convention, and also sustaining the action of the IVth Congressional Convention which elected Robert J. Brent and Thomas M. L. Nahan, who are Douglaston. The Convention adjourned las men, to Charleston. The Convertion adjourned sine die, with three cheers for Douglas.

Pennsylvania Democratic State

Pennsylvania Democratic State
Convention.

Reading, Pa., Tuesday, Feb. 28, 1860.

The whirl and excitement here to-day is very great.
The city is crowded to excess with delegates and other politicians, attending upon the Democratic State Convention to be held to-morrow. The trains from all points, to-day, came well filled. The headquarters of Messre. Witte and Fry, the prominent candidates for nomination for Governor, are at the Keystone House, where all the attractions center. The current this evening is running apparently in favor of Mr. Witte. The friends of the candidates hold a cancus to-night. The Keystone Ciub of Philadelphia arrived this evening.

The Baltimore City Railroad.

The Ballimore City Railrond.

Baltimore, Thesday, Feb. 28, 1860.

The majority of the Legislative Committee on the Baltimore City Railroad reported to-day in favor of giving the charter to Brock & Co. of Philadelphia The minority reported against granting a charter, on the ground of alleged fraud in obtaining the grant from the City Council.

The Louisville Excitement.

John Haskell, the man arrested on Saturday for sedomy, and whose arraignment for examination yesterday caused such an intense excitement, was to-day examined and held to bail in the sum of \$6,000, which failing to procure, he was recommitted. All is quiet in the city now.

The Republican National Conven-tion-Change of Time.

Special Dispatch to The N. Y. T. ALBANY, Tuesday, Feb. 28, 1860. Many prominent Republicans laving expressed a desire that the Republican National Convention should be held at an earlier day than that appointed by the National Committee, the 13th of June, Gov. Morgan, Chairman of that Committee, opened a correspondence with his fellow-members with a view to obtaining their opinions as to the propriety of a change, and having heard from all, or nearly all, he called a meeting of the Executive Committee of the National Committee, consisting, in addition to Gov. Morgan, of Messrs. Sherman of New-Jersey, Chase of Rhode Island, Goodrich of Massachusetts, and Mr. Wells, to read the responses he had received and decide upon the propriety of the change proposed. All the members of the Executive Committee were present except Mr. Wells. On reading the correspondence it was found that with few exceptions the Committee were willing that a change should be made if it were thought best by the Executive Committee to do so.

After consultation and discussion they came to the conclusion that a change, appointing an earlier day, was desirable, and accordingly issued the following call:

The question of the propriety of changing the time of holding the Republican National Convention having been submitted to the members of the Republican Nabeen submitted to the members having been com-municated by letter, it is determined, in accordance with the wishes of a majority thereof that, the said Convention be held on Wednesday, the 16th day of May next. FDWIN D. MORGAN, Chairman.

WM. M. CHARL Secretary.

Jibony, Feb. 26, 1999.

The change meets with the warm and universal

approbation of Republicans here.

To the Associated Press.

ALBANY, Tuesday, Feb. 28, 1860. The question of the propriety of changing the time of holding the Republican Kational Convention having been submitted to the members of the Republican National Committee, and their views having been com municated by letter, it is determined, in accordance with the wirhes of a majority thereof, that the said Convention be held on Wednesday, the 16th day of

EDWIN D. MORGAN, Chairmag. WW M. CHASE, Sec'v.

The Bungarian.

MONTREAL, Tuesday, Peb. 28, 1860. The following was received by the agents of the Hungarian last evening:

"BARRINGTON, N. S., Tuesday, Feb. 27, 1860. To H. Allan, Montreal: "I strived here in the Bohemian at 9 o'clock this

morning. One boat, complete, with the cars lashed to her thwarts has been found bottom up at Port Latour. "Several pieces of boats have been picked up off Care Suble.

Goods are strown along the beach from Tusket Island round Cape Sable as far east as Ragged Island. "No were bodies have yet been found.

"I will proceed to the wreck this afternoop.

(Signed) "A CRAWFORD."

The Norwich (Conn.) Aurora of Saturday evening states that a letter was received on Friday evening (per steamer Europa), by Mr. Spalding of the firm of W. R. Crocker & Co., which sets at rest all doubt in regard to the fate of W. R. and J. F. Crocker. The otter was dated London, the 10th inst., and disclosed the fact that the writer received a letter from J. F. Crocker, dated Liverpool, the 8th, in which he states that himself and brother badtuken passage in the Hungarian, and would sail on that day.

Non-Arrival of the Anglo-Saxon. PORTLAND, Tuesday, Feb. 28-12 p. m. There are, as yet, no signs of the stenmahip Anglo-

Saxon, now fully due here, with Liverpool dates of the 15th inst.

The Canadian Parliament.

ceremonies.

The Governor's speech announces that a reply has been received from the Queen of England to the invitation of the last ression of Parliament, and that the Prince of Wales may be expected to visit Canada during the coming Summer. He refers to the satisfactory arrangements for the transmission of the European and American mails by the Canadian steamers; speaks of the rettlement of the boundary line between can and American mais by the Canadian steamers; peaks of the rettlement of the boundary line between pper and Lower Canada, and of the consolidation of re Municipal law of Lower Canada; congratulates arliament on the issue of the consolidated statutes of anada; calls attention to the law of debtor and cred-Canada: calls attention to the law of debtor and creditor, and to the present system of currency and banking rates, with a view to further legislation—also to the administration of the Crown lands; congratulates the House on having surmounted the financial difficulties: says that papers will be laid before the House with reference to the consolidation of the public debt, and the recent success of the Minister of Finance in attaining this object; says that the commercial depression has diminished credit, but impresses on the Government the necessity of strict economy; asks the requisite provisions for the public service; finds a subject of congratulation in the bountiful harvest of last season, and the present signs of returning prosperity may continue to increase, and that law and perity may continue to increase, and that haw and order may be maintained, and rejoices that but few subjects of a broad and important character remain

Kansas and Slavery.

Sr. Louis, Tuesday, Feb. 28, 1860. The bill abolishing Slavery in Kansas, which was The bill abolishing Siavery in Kansas, which was vetoed by Gov. Medary, has been passed over his veto by a vote of 30 to 7.

An extra session of the Missouri Legislature, called by the Governor to take action on the railroad bills, met at Jefferson yesterday. This morning an organization was effected by the election of Christopher Krubber of St. Louis as Speaker of the House.

Fatal Affray .- Three Men Killed.

RICHMOND, Va., Tuesday, Feb. 23, 1860.
Yesterday, in Pennsylvania County, as Capt. Vincent Witchers was taking testimony relative to the divorce of his granddaughter from a man named Clemens. Clemens and his brother became angry, and fired revolvers, grazing Witchers's clothing. The latter fired, and shot both dead. A grandson of Witchers's, named Smith, attempted to enter, when the third Clemens fired upon him. Smith immediately killed him with a bowie-knife. Witchers is seventy-live years old, well known, and was formerly President of the Danville Railroad.

Marine Disasters and Ship News.

BALTIMORE, Tuesday, Feb. 28, 1866 The brig Victoria, from Cardenas for Baltimore,

The brig Victoria, from Cardenas for Baltimore, before reported ashore off Wicomico, is now going to
pieces, though some of her cargo may be saved.

The bark Frank, from Boston, reports that she
passed, on the 24th, 30 miles east north-east of Cape
Henry, the wreck of a schooner of about one hundred
tuns, halling from New-York, with carved work on
her stern, painted white, and with a gilt eagle in the WILMINGTON, Del., Tuesday, Feb. 28, 1860.

The schooner Troth, from Baltimore, hither on the 18th, sprung a leak off Cape Hatteras. She threw overboard a portion of her cargo.

The bark Juliote, from Cardenas, bound to Boston,

Robbery in Rochester. The dry goods store of Mes ur. Hubbard & Northrop of this city, was broken into last night, and \$4,000 worth of black and fancy silks stolen from it. There is no trace of the thief. LIEUT.-COLONNI OF THE 71ST REGIMENT.-Last

evening a caucus of the officers of the 71st Regiment was held at the Armory, in Centre street, in order to nominate a candidate for the position of Licut.-Colonel, made vacant by the promotion of Col. Butterfield to the command of the 12th Regiment. Considerable interest was manifested in the result, as the nominee of the meeting will likely be elected. On the first ballot Capt. Alex. P. Kitnan of Company E. was nomnated, and the nomination was afterward made unarimous. The result seemed to give general satisfaction.

FROM WASHINGTON.

LIEUT, COV. FORD, THE HOUSE PRINTER-MR. BLAKE ON MR. SPINK-MR. TOOMBS-GOV. SEWARD'S SPEECH.

From a Special Correspondent.

WASHINGTON, Feb. 27, 1860.

Our friends in the House feel great relief at the termination of the contest for Public Frinter. It had become vexations and wear some to the last degree. Themas H. Ford, the successful candidate, is a native of Ohio, where he now resides He commanded a company in one of the Illinois regiments during the Mexican War, of which Col. Samuel R. Curtis, now Member of the House from Iowa, was Coloned. In politics, Mr. Ford was formerly a Whig. On the repeal of the Missouri Compromise and the consequent general breaking up of parties, he became identified with the American organization. In 1855, as a concession to that branch of the allied forces, he was placed second on the ticket with Salmon P. Chase in the warm contest of that year in Ohio, Mr. Chase running for Governor and Mr. Ford for Lieut. Governor. Gov. Ford was an active member of the North-

American National Convention, which sat in the City of New-York in June, 1856, and nominated Col. Fremont for President and Gov. Johnston of Pennsylvania for Vice-President. Upon the nomination of Fremont and Dayton by the Philadelphia Convention, and the witadrawal of Johnston, Gov. Ford took the stump for the Republican ticket, and rendered valuable services in that memorable campaign. The writer hereof repeatedly met him in the States of New-York, Pennsylvania, New-Jersey, and Connecticut, doing yeoman's work for the

Gov. Ford has highly effective qualities as a public speaker, and we believe be delivered about one hundred addresses, in six or eight States, during that eanyass. He has been an active Republican since those stirring times, and is prepared to enter the field again so soon as the Chicago Convention shall indicate for whom he is to do battle.

He was brought forward as a candidate for

Printer, in the caucus, by Gov. Corwin. He owe election to Mr. Reynolds of the Albany District. Mr R., although present, has not voted for Printer until to-day. This morning he voted for Mr. Winton of New-Jersey, the only Democratic editor in that State who sustained Mr. Adrain in the contest to Mr. Stevens to take the bridges of the New-Jersey Company was conclusively answered. It being demonstrated that the New-Jersey Company have no monopoly, there can be no reason for allowing this corporation to take their bridges. It is said that compensation will be made by Mr. Stevens for such of the property of the New-Jersey Co. as he may take. But he does not propose to pay for the road from Newark to Jersey City, but only for so much as he may take. Suppose he takes 300 yards, who is to assess 300 yards of a franchise? Is it not palpably rumous to the New-Jersey Co. Who wou'd risk to ride over a road in which, for even 300 yards, he was liable to be met by another locomotive belonging to another road. The New-Jersey Company do not recognize Mr. Stevens's claims, have no conof 1858. Wishing to see his long, lingering, per-plexing affair at an end, Mr. Reynolds, learning from the Tellers' desk that his vote would ele Ford, he obtained a release from his " pair" with Mr. J. Morrison Harris, and promptly gave it to Mr. Ford, thus affording relief to the candidate, to Mr. Ford, thus afforoing rener to the candidate, to the Republicans, to the House, and to the public business. Many thanks to Mr. Reynolds! After the election of Printer, Mr. Harrison G. Blake of Ohio delivered an eloquent eulogium upon

Mr. Spink, who died ere Congress assembled, thus ereating a vacancy which Mr. Blake was elected to fill. Mr. B. comes from the District so ably repre sented in the last two Congresses by Judge Bliss, and is a worthy successor of that able and faithful Republican. Senator Toombs has been blazing like a volcano

to-day in a two hours' reply to Senators Doolittle and Clark, principally to the former. His harangue, violent and vituperative, dogmatical and denuncia-tory, fiery and fanatical, delivered from behind a pile of beoks, whose contents he garbled by repeated quotations, and whose covers he belabored with incessant blows, demonstrated nothing except that he was either incapable of comprehending Mr. Doolittle's points, or of stating them fairly, or of refuting them manfully.

Expectation is on tiptoe to hear Gov, Seward on Wednesday. Doubtless the Senate will be more crowded than upon any previous occasion this

THE NEW-JERSEY RAILROAD WAR. From Our Own Reporter.

The final conflict of the Railroads for the Supremacy of the State commenced this afternoon in the debate in the House on the second reading of the bill granting to the Heboken Land and Improvement Company the power to build a railroad from Hoboken to Newark, and to use the bridges of the New-Jersey Railroad Company across the river at Newark in case that road will not give up its monopoly of bridging the river for a rallroad, so far as to allow the Hoboken Company to build a bridge of its own. Mr. John Jackson of Newark, who speaks for the New-Jersey Company here, proposed last week to the House Committee on the bil hat the New-Jersey Company shall give up the exclusive right to cross the Passaic River, and also that the Camden and Ambov Company shall give up its monopoly of the route south of New-Brunswick to Phila-delphia. There is, however, no possibility of this, for it would give us two good roads to Philadelpia, and

the would give us two good rounds to I made play and trains every hour, at \$2 fare.

The lobby here is very strong from all parts of the State, and the Assembly Chamber was very densely crowded this afternoon, set down for the second reading of the bill. The gallery was almost entirely

reading of the bill. The gatery was almost charter filled with ladies.

The afternoon was entirely consumed in amendments to the bill, on which three considerable speeches were made by Mr. Teese of Essex, Mr. Slaight of Hudson, and Mr. Dobbins of Burlington. The point which seems to me the worst feature of the bill, is that the Hoboken Company is empowered to build bridges across the Passaic, and that if the New-Jerrey Company attempts to enforce its claim to a monopoly, the Hoboken Company is empowered to run its trains over the New-Jerrey Company's road and bridges. the Hoboken Company is empowered to run its trains over the New-Jersey Company's road and bridges. I do not like the idea of two companies, hostile to each other, being allowed to use the same road, if I am to travel in the cars of either. The advocates of that bill state, that if this power is not given to Mr. Stevens, the New-Jersey Company will take him into the courts on their claim of monopoly, and delay his road. So it becomes a measure of necessity to deprive the New-Jersey road of recourse to the courts. Of the many amendments offered, but two or three, and those insignificant, were passed. I send a sketch of these insignificant, were passed. I send a sketch of these proceedings.

AFTERNOON SESSION.

Three O'Clock.—The House proceeded to the special order of the day, being the supplement to the charter of the Hoboken and Land Improvement Company.

Mr. Slaight moved that be ore the bill be taken up by sections, it be read through. Agreed to.

The rules being suspended, Mr. Starr offered a resolution directing the Sergeant-at-Arms to exclude from the House, within the bar, all persons except the members and officers of both Houses, officers of the Executive Department, and reporters for the press.

Mr. Dobbins said the resolution should be amended so as to except the 'wire-pullerse'.

to as to except the "wire-pullers."

The resolution was lest.

The bill was read through, and then taken up by

ections.

The first section authorizes the Company to build a The first section authorizes the Company to build a railroad from Hoboken to Newark, with sours or branches to as many points in Newark and Weehawken townships as they may deem proper; and to take all "lands, rights, privileges, franchises, property, and bridges or viaducts, or such parts thereof," as they may deem necessary, provided that they shall not take the exclusive use of the bridges of the New-Jersey Railroad. It also provides for the construction of brenches in the streets of Newark, first secar ang the consent of the Common Council. It also contains a provise that the Company shall not appropriate any part of the read or bridges of the New-Jersey Company, if the New Jersey Company consent to the construction of other bridges over the Passaic and Hackensack Rivers.

Mr. Teese moved to amend the first section so as to restrict the right to construct branches to the City of

Arr. Reese moved to amend the first section so as to restrict the right to construct branches to the City of Hoboken and Weehawken township.

This amendment was advocated by Mr. Teese and opposed by Mr. Bond.

Mr. Pope said he hoped the motion would not pre-

vail.

The amendment was lost—16 to 34.

Mr. Slaight moved to amend, so as to provide that the ratiroad should not cross any street in Jersey City, without first obtaining permission of the Common Council. Lost—24 to 33.

Mr. Ball moved to amend, so as to provide that this Company shall not take or use the bridges of the New-Jersey Company, unless enjoined or prevented from constructing bridges of their own, then to use said bridges only during such legal prevention.

Mr. Pope said that they were willing to accept this amendment.

mendment.
The amerdment was agreed to.

Mr. Waldron moved to amend, so as to limit the price of exemien tickets from Newark to Hoboken and return to 30 csnts. Agreed to.

Mr. Brinkerhoff moved to amend so as to forbid the Company to construct any bridge over the Hankensack kiver.

Mr. Brinkerhoff stated that a bridge over that river Mr. Brinkerhoff stated that a bridge over that river

was already sutherized by law, and if this bill passed there would be two bridges within two hundred feet of each other. It would be a serious embarrassment to navigation, and he hoped the House would adopt

to navigation, and the amendment was lost.

The amendment was lost.

Mr. Teese offered an amendment to provide that the Company should take no part of the road or bridges of the New Jersey Company, except that part connecting the Morris and Essex road with East Newark.

of appeal, as contemplated in the preceding section.
Agreed to.
Section five provides for ascertaining the value of rights, privileges, franchises, &c., teken, as in the case of lands and bridges in section three.
Mr. Slaight moved to amend by arbetituting the Chief Justice for Circuit Judge. Agreed to.
Section 8 directs the method of proceeding in case of appeal.

Mr. Pope said be hoped the resolution The amendment was advocated by Mr. Teese. He said that he had but two calculations. prevail.

The amendment was advocated by Mr. Teese. He said that he had but two serious objections to this bill, one that it allowed the corporator to sell the charter, and the other he sought to remove by this amendment. If this was agreed to, and the other objection was removed, his objections would be obviated. He was in favor of an independent road from Ne wark to Hobokep, and if this bill could be amended so as to afford this, he would withdraw his objections. He also read from a letter of Mr. E. A. Sevens (who he said appeared to be the sole owner of this corporation, showing that this amendment was in accordance with what he said in that letter was his object.

Mr. Teese then proceeded to read extracts from Mr. Stevens's letter, and comment upon them, showing the great danger to be apprehended from granting such extraordinary powers to a single individual—for Mr. Stevens expretly states that not corporation or individual whatever, beside himself, has any interest in this bill. The whole of the manifesto showed conclusively that he entertained a most bitterly hestile feeling toward the New-Jersey Railroad Co., and it was to be apprehended that he might use the power given him by this bill—to take the read and bridges of the New-Jersey Company—to injure that Company, at all

hended that he might use the power given him be this bill—to take the read and bridges of the New

tolls; and in the United States District Court Judge Grier decided that there was no monopoly, and could be none under the bill by which it was claimed. This was important, for the whole argument for this ex-orbitant grant of power was that the New-Jersey Co. held a monopoly of bridging these rivers. This not being so, the whole argument for giving the power to Mr. Stevens to take the bridges of the New-Jersey

For we find men in the lobbies from every county from Cape May to Sussex, appealing in the most agonizing manner for a road from Newark to Hoboken, and not only that, but that it was of the

Hoboken, and not only that, but that it was of the last importance that it should be constructed at once. Now, Mr. Stevens himself says that seventeen years ago he procured a clause to be inserted in the charter of the New Jersey Conpany providing for a road to Hoboken. This was seventeen years ago; but was the road built? No. Mr. Stevens made an arrangement by which the New Jersey Company paid some \$15,000 a year—not to the people of Newark, but to himself. He, therefore, assisted in preventing the construc-

man entitled to any great consideration at the hands of this Legislature. It had been avowed that the ob-

man entitled to any great conserved that the ob-ject of this bill was to break down the New-Jersey Company. The gentleman from Passaic (Mr. Pope), the leader of the party in favor of this bill upon this

"nopoly, he replied the New-Jersey Company."
(Mr. T.) was not here to defend the New-Jersey C

o Hoboken. What he and his constituents war ted was

an independent rival road—he did not wish to break down one railroad, but to build up another. He did not care if they were only a hundred feet apart, but he could not consent to allow two companies to run over the same road. He wished to do what Mr. Stevens

the same road. He wished to us what are Sevenal has aked for grant a charter for a new road—and to this end he had offered this amendment. Such a road his constituents asked for, and such a road he hoped would be authorized. The rules being suspended, Mr. Graham offered a resolution to meet at 74 o'clock this evening, Lost.

Mr. Slaight said that it might be that a majority of the state of th

the House might, have come up here with a design of voting for this bill, and might have so expressed them-

selves, but this would not preclude them from voling for desirable amendments such as this is. If this amendment was adopted, this corpora ion could build

their road and construct the necessary bridges; it only prevented them from taking the roads and bridges

of other corporations. He had no objections to a railroad from Newark to Hoboken, but that was no reason
why he should vote for a bill granting such extraordinary privileges as were contemplated in this bill.
When the advocates of this bill were asked why they
did not ask for an ordinary charter or build the Morre

iid not ask for an ordinary charter, or build the Morris

and Essex Railroad extension, they reply that the New-Jersey Company claimed to own the monopoly of bridging the rivers Parsaic and Hackensack, and would therefore prevent the construction of the road. He believed, and he thought the gentleman from Es-sex had proved it, that the New-Jersey Company have

no such monopoly; but they have the right to take this matter into the Courts, and he thought that this Legislature should pauce before they passed a law to deprive them of this right guaranteed by the Constitu-

Mr. Bond said that the bill, as it stood without the amendment of his colleague, granted the powers neces-sary for the construction of an independent road from Newark to Hoboken, and the amendment would em-

The amendment was lost, as follows:

was consenting to pay for a long series of

to be so.

The amendment was not agreed to—Z to 22.

M. Slaight moved to add a clause, that the Supreme Court, in proceedings under this act, shall have power to order special jaries and grant new trials, and their proceedings shall be subject to removal and review

Mr. Slaight said he supposed that, as usual, the argument of the gentleman from Passaic would prove all-powerful. The amendment vas not intended to kill the bill, and was not unusual. It would simply place this corporation in the same position of every other corporation and person.

Mr. These advocated the amendment. He did not

believe that the House would vote it down; it was a just and necessary provision, and should be incorporated in the bill. Mr. Waldron said that, a few evenings ago, he list-Jersey Company—to injure that Company, at all events the bill as it stood gave him that power, and this amendment was intended to limit it. Would the House, under these circumstances, vote to give to any one man such powers as these. The bill gave him the

Mr. Slaight said that the wishes of the New Jersey self provides for a bridge, and there could be no good reason for giving a power which, to say the least, was capable of being so abused. He contended that there was no such monopoly of the right of bridging the Rivers Paceaic and Hackeneack, as was alleged. The counsel for this bill had so contended, and they were, in his opinion, right. There had been numerous decisions of similar cases in other States, and in the State, in the case of the Morris and Essex bridge, the Court of Chemery decided that the exclusive privilege extended only to the right of taking tolks; and in the United States District Court Judge Grier decided that there was no monopoly, and could

Mr. Slaight said that the wishes of the New Jersey Railroad Company did not influence him; he was not here to represent that or any other corporation. He considered the amendment necessary, and had offered it in good faith.

The amendment was lost—21 to 32.

Mr. Slaight offesed an amendment providing that if commissioners shall determine that any franchises, bridges, roads, or other property, shall be taken by this corporation, then a trial may be had with all the rights which parties are entitled to.

Mr. Pope hoped the resolution would not prevail.
It was lost—17 to 37.

Mr. Cooley moved to adjourn. Lost—20 to 35.

road of the Long Dock Company as they have conracted for. part of the section conferring the right to connect

Mr. Bond accused the opponents of the bill of capious opposition, wish a view of delaying the bill.

This Mr. Teese denied in strong terms. The amend
ments were offered in good faith, and it was untrue
hat they were intended for delay.

The amendment was lost—23 to 35.

in the same manner as if it was here repeated.

Agreed to.

ontracts with other companies.

[By Telegraph.]
TRENTON, Tue-day, Feb. 28, 1820.
The House was engaged all the afternoon on the Hoboken and Newark Railroad bill. Messrs. Tees and Shaight made speeches against it and Mr. Bond in its favor. A test vote on an amendment has just been taken, showing that there are twenty-two and thirty-aix friends of the bill. The and thirty-aix friends of the bill. The House has voted down all the principal amendments, and is still in session.

The Hoboken Railroad bill was ordered to a third reading, with but slight amendments. No amend-ments prevailed except such as the friends of the bill nent to the large crowd in attendance. The bill will come up for final passage to-more. The House adjourned at 9 o'clock, having been in sion six hours without interruption.

THE DEMOCRATIC PLATFORM.

The following are Senator Davis's resolutions, as

He, therefore, assisted in preventing the construc-tion of this road. Beside this, a few years ago another bill was passed, by which he could have built the road to Hoboken. And this he never built. And this is the man who cannot now even wait for the course of the Courts before he builds this road. Was such a The following are Senator Davis's resolutions, as agreed upon by the Democratic Senate caucus:

1. Resolved, That, in the adoption of the Federal Constitution, the States adopting the same acted severally as free and independent sovereignties, delegating a portion of their powers to be exercised by the Federal Government for the increased security of each against dangers, domestic as well as foreign: and that any intermeddling by any one or more States, or by a combination of their citizens, with the domestic institutions of the others, on any pretext, whether political, moral, or religious, with a view to their disturbance or subversion, is in violation of the Constitution, insulting to the leader of the party in favor of this bit upon car-floor, had declared in his place that it was the object to break down this Company.

Mr. Pope denied this, and explained that he said the object was to break down the monopoly.

Mr. Teese said, "Yes; and when I asked what moersion, is in violation of the Constitution, insulting to the States so interfered with, endangers their domestic peace and tranquility, objects for which the Constitu-tion was formed, and, by necessary consequence, serves to weaken and destroy the Union itself. pany; they had many sins to answer for, not the least of which was consenting to pay for a not the least

 Resolved, That Negro Slavery, as it exists in fifteen States of this Union, composes an important portion of their domestic institutions, inherited from their ancestors, and existing at the adoption of the Constitution, by which it is recognized as constituting an important element of apportionment of powers among the States; and that no change of opinion or feeling on the part of the non-elawholding States of the Union in relation to this institution can justify them or their citizens in open or covert attacks thereon, with a view to its overthrow; and that all such attacks with a view to its over-infow; and that all succattacts are in manifest violation of the mutual and solemn pledge to protect and defend each other, given by the States, respectively, on entering into the social compact which formed the Union, and are a manifest breach of faith and a violation of the most solemn obli-

gations.

3. Resolved, That the Union of these States rests on 3. Resolved, That the Union of these States rests on the equality of rights and privileges among its members, and that it is especially the duty of the Senate, which represents the States in their sovereign canacism to resist all attempts to discussion of the United States—to give advantages to the citizens of one State which are not equally assured to those of every other State.

4. Resolved, That neither Congress nor a Territorial Legislature, whether by direct legislation or legislation of an indirect and unfriendly character, possesses the power to annul or impair the constitutional right of any citizen of the United States to take his slave property into the common Territories, and there hold and enjoy the same while the Territorial condition remains.

and enjoy the same while the Terratorial condition remains.

5. Resolved, That if experience should at any time prove that the Judiciary and Executive authority do not possess the means to insure adequate protection to Constitutional rights in a Territory, and if the Territorial Government should fail or reluse to provide the necessary remedies for that purpose, it will be the duty of Congress to supply such deficiency.

6. Resolved, That the inhabitants of a Territory of the United States, when they rightfully form a Constitution to be admitted as a State into the Union, may then, for the first time—like the people of a State when forming a new Constitution—decide for themselves whether Slavery, as a domestic institution, shall be maintained or prohibited within their jurisdiction; and if Congress admit them as a State, "they shall be received into the Union with or without Slavery' as "their Constitution may prescribe at the time of their admission." sary for the construction of an independent road from Newark to Hoboken, and the amendment would embarrass the bill. He hoped, therefore, that the amendment would not be passed.

Mr. Dobbins said that he had no object to the proposed object of this bill, but he did object to the manner in which it was sought to accomplish it. It was said, on both sides, that the New-Jersey Company had no monopoly privileges. If this is so, why is it proposed to deprive them of their rights and property for the benefit of another company? It had been urged that a railroad company could take a man's farm; but a man and a railroad company were not equals: if it was proposed to give a man, the power to take another man's farm, the cases would be parallel.

Mr. D. then proceeded to sketch the history of the Bridge monopoly and other property of the New-Jersey Company, contending that the New-Jersey Company had fulfi led their duty in the premises, and had used their endeavors to accommodate the people, and were justly entitled to protection in all the rights which they possess. If the New-Jersey Company does not possess monopoly privileges, why should the Legislature grant such extraordinary powers as are granted by this bill? And if they do possess a monopoly, has the Legislature the right to deprive them of it?

The amendment was lost, as follows:

YEAS-Mestr. Aves. Boorsem, Brower, Brinkerhoff, Cor-

"heir Constitution may presente a the time of their "admission."

7. Resolved, That the provision of the Constitution for the rendition of fugitives from service or labor, without the adoption of which the Union could not "have been formed," and the laws of 1793 and 1850, which were enacted to secure its execution, and the main features of which being similar, bear the impress of nearly seventy years of sanction by the highest judicial authority, should be honestly and faithfully observed and maintained by all who enjoy the benefits of our compact of Union, and that all acts of individuals or State Legislatures to defeat the purpose or nullify or State Legislatures to defeat the purpose or multiply the requirements of that provision, and the laws made in pursuance of it, are hostile in character, subversive of the Constitution, revolutionary in their effect.

ARRIVAL OF THE NORTHERN LIGHT .- The U. S. mail steamship Northern Light, which left Aspinwall on the 21st, and Havana on the 24th inst., reached this port last night. She brings the mails, three hundred The following is the treasure list per steamship

The amendment was lost, as follows:

YEAS—Messra, Ayres, Boorsem, Brewer, Brinkerhoff, Corley, Dey, Dobbins, Freeman, Hall, Hopper, Ivins, Lippincott, Mryhew, McCracken, Shoetmaker, Slaight, Slarr, Stokes, Teese, Vanhorn, Whreler, Weeds—22.
Vanhorn, Wheeler, Weeds—23.
NAYE—Messra, Abbott, Applegate, Arrawamith, Ball, Banghart, Barcroft, Bennett, Bond, Carter, Cole, Condt, Crozer, Decker, Denson, Drake, Graham, Hakermayer, Hale, Horton, Lavialere, Markerley, Marsh, Mount, Mulford, Menhaey, A. D. Patterson, J. Patterson, Fechnan, Pope, Reeves, Rusling, Sevy, Stafford, Stags, Waldron, Wills—36.

The section was agreed to, and also the second section, giving the power to enter upon lands. &c., whare Northern Light: A. A. Lowe & Bros. 9,717 Sholle & Bros. Sait. 22,600

A. A. Lowe & Bros. 9,717 Sholle & Bros. Sait. 22,600

Struss Brc. & Co. 48,717 Z. Einstein & Bro. 18,000

J. Heller, Bro. & Co. 14,219 Ments dire & Bro. 35,500

Eppenger & Co. 4,000 Duncan, Sherman & Co. 162,507

Mr. Heller & Co. 12,000

Ballen & Lander. 26,000 Total. 536,506 The section was agreed to, and also the second section, giving the power to enter upon lands, &c., where necessary for the construction of the road.

Section three provides for ascertaining the value of lands or bridges required by this corporation, either by contract or by appraisment by Commissioners, with a right of appeal to any Judge of the Circuit Coart.

Mr. Teese moved to amend by substituting the Chief Justice for the Circuit Judge. Agreed to.

Section four directs the method of proceeding in case

Fire at St. Louis.

The smeke-house of Roe & Co. in this city, with a large amount of bacou sides, was destroyed by fire yesterday. Loss \$25,000.

Mr. Slaight moved to amend so as to allow the Court to review the proceedings of the Co missiones.

Mr. Pore hoped the amendment would not prevail.

Mr. Slaight said that he supposed this reason was sufficient. When the gentleman store in his se at and advanced this argument all day long, and it had been a very potent one, and he supposed it would continue to be so.

appeal.

Mr. Slaight moved to amend so as to allow the Court

by a writ of error.

Mr. Pope hoped the motion would not prevail. It was intended to kill the bill. For his part, he did not

ened to an argument by the counsel of the New Jerrey.
Company, and those gentlemen said that to this section they had no objection, and if they were willing to accept it he caw no reason why the House should amend

It was lost—17 to 37.

Mr. Cooley moved to adjourn. Lost—20 to 35.

Section 8 gives this Corporation the right to run
their cars and engines over any other railroad or
bridges in this State which are public highways, and
constructing all necessary means of access thereto;
and authorizes the use of so much of the tunnel and

Mr. Teese moved to amend by striking out the first ther railroads.

Mr. Bond accused the opponents of the bill of cap-

Mr. Waldron moved to amend by adding that the last provise to the first section shall limit this section

belonging to another road. The New-Jersey Company do not recognize Mr. Stevens's claims, have no contract with him, and now this bill gives him the power to use this road without asking any congent. Mr. Stevens, in his manifesto, sets forth a long list of company the power to destroy the forth a long list of company the power to destroy their property, and rain hundreds of stockholders? Lass Thursday, when there was a mere skirmish on this bill, the effect was to cause the stock to fall 10 per cent in the New-York market; pass the bill, and what then will be the loss on this property? Should this Legislature pass a law which not only thus depreciates property, but which may cost the loss of hundreds of lives? Who is it that is all at once so fearful of being delayed in the construction of a railroad from Newark to Hoboken? For we find men in the lobbies from every Mr. Slaight moved to adjourn. Lost—22 to 35. Section 9 makes it lawful for this Company to make